

**IOWA
HIGHWAY SAFETY
PLAN
FFY 2009**



Governor's Traffic Safety Bureau

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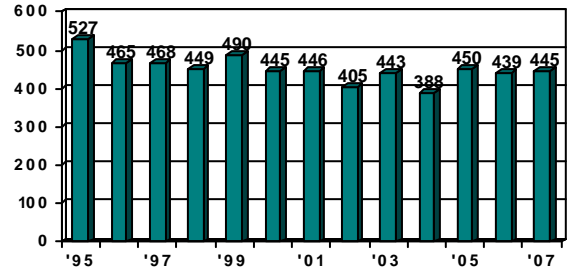
Measuring the Success of Iowa's Highway Safety Programs and Initiatives

Data provides a critical measure of the ultimate impact of federally-funded programs and countermeasures on the safety of Iowa's roadways. The following section summarizes some key highway safety performance measures and the progress Iowa is making towards a safer roadway environment and a better quality of life for all Iowans.

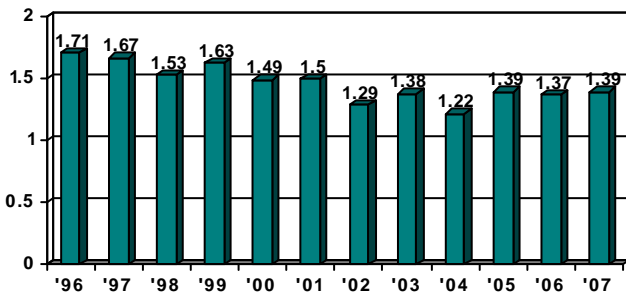
Traffic Deaths & Iowa's Mileage Death Rate

Iowa fatalities reached a 59-year low in 2004, falling below 400 for the first time since 1945. Unfortunately, traffic deaths have rebounded to more historic levels since that time. Four hundred forty-five persons lost their lives on Iowa streets and highways in 2007, up by 6 or 1.4% from the 439 deaths in 2006. Fatalities for 2007 were just below the 1997-2006 ten-year annual average of 447 traffic deaths. Since federally-funded highway safety programs were initiated in the early 1970s, traffic fatalities in Iowa have declined by more than 50% falling from 912 in 1970 to 445 last year. Factors such as dramatic improvements in safety belt usage, reductions in the incidence of impaired driving, better roads, safer vehicles, enhanced traffic enforcement and improved emergency medical services have all played a key role in reducing highway crash tragedies. In FFY 2009, Iowa will continue its comprehensive coordinated effort to become the first non-west coast state in the Nation to achieve 95% belt usage.

Iowa Traffic Fatalities



Iowa Traffic Fatality Rates

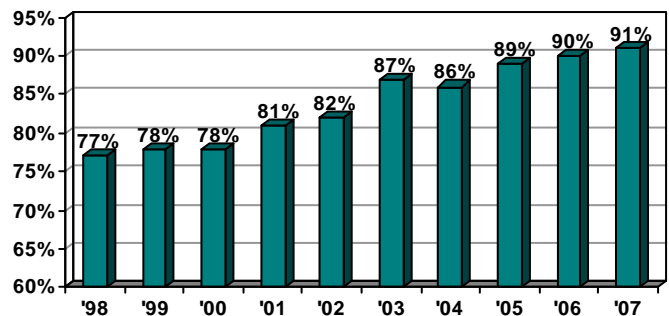


Iowa's fatality rate remained essentially level in 2007, totaling 1.39 per 100 million vehicle miles traveled. Iowa's rate remains below the national average of 1.42 despite being a rural state with one of the oldest populations and a much higher level of commercial vehicle travel, all factors which push fatality rates higher.

Safety Belt Use

Lack of a safety belt remains a major contributor to death and serious injury in Iowa. Statewide safety belt use reached an all-time high in 2007 with 91% compliance. During the past decade, over 450,000 additional Iowans are regularly using their safety belts. Iowa's use rate is the highest in NHTSA's Region 7 and is 10th best in the Nation. Rates continue to climb with 75% use just a decade ago. Each percent of increase means at least 28,000 more Iowans are buckling up.

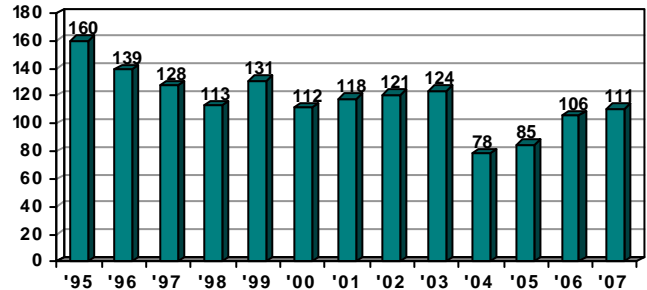
Iowa Safety Belt Use Rates



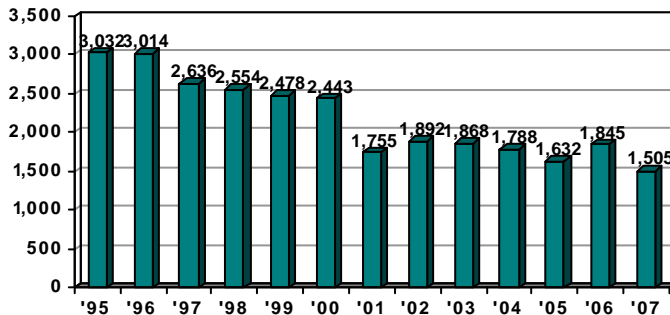
Impaired Driving

From a highway safety standpoint, Iowa has made its most dramatic progress in this crucial area. Since 1995 alone, annual alcohol-related fatalities have declined by 49. National alcohol fatality numbers for 2006 rank Iowa among the best six states in the Nation. Alcohol-related injuries have also declined by more than 50% since 1990. Despite an increase in 2007, impaired driving-related fatalities remained below pre-2004 all-time lows (112 in 2000) with 111 such deaths.

Alcohol-Related Fatalities



Alcohol-Related Injuries

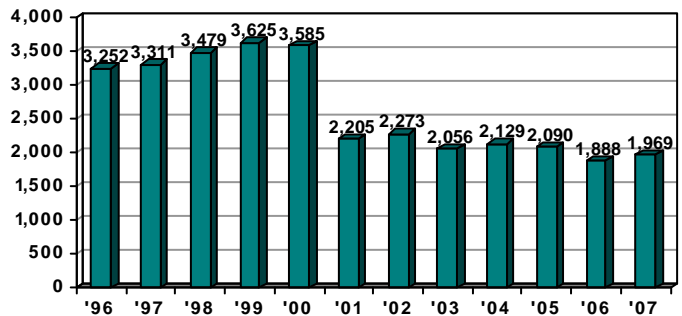


A strong array of enforcement programs involving more than 300 law enforcement agencies across the state including corridor events (border to border and then some), saturation patrols, moving multi-agency patrols, vehicle safety inspection checkpoints and local overtime enforcement all helped. Public education efforts by law enforcement and other safety organizations have contributed to recent safety gains with GTSB-funded agencies conducting more than 2,000 public information activities in FFY 2007.

Traffic Injuries

Traffic injuries and serious traffic injury rates per 100 million vehicle miles traveled have been declining. Overall traffic injuries are down nearly 30% since the mid 1990s and serious injuries are down by an even larger margin. Increased safety belt use and the decline in both impaired driving related injuries and serious injuries have contributed to the overall decline in annual statewide traffic injuries.

Serious Traffic Injuries in Iowa



Key Goals

Several universal goals stand out from the Objectives of this Highway Safety Plan, including:

- Achieve/maintain an overall traffic fatality rate of 1.4 fatalities per 100 million VMT or lower by the end of FFY 2009.
- Achieve/maintain a serious traffic injury rate of 6.5 serious injuries per 100 million VMT or fewer by the end of FFY 2009.
- Achieve/maintain an alcohol-related fatality rate of .36 fatalities per 100 million VMT or lower by the end of FFY 2009.
- Achieve a statewide safety belt use rate of 95% by the end of FFY 2009.

2009 Highway Cost Summary

----- Federally Funded Programs -----

Program Area Code	HSP Approved Program Funds	State/Local Funds	Previous Balance	Increase/- (Decrease)	Current- Balance	Federal Share to Local
PA-09-01	\$175,000.00	\$175,000.00	\$0.00	\$134,999.82	\$134,999.82	\$0.00
AL-09-02	\$1,068,132.00	\$30,888.00	\$0.00	\$998,000.00	\$998,000.00	\$98,132.00
OP-09-03	\$611,025.00	\$31,865.00	\$0.00	\$645,452.83	\$645,452.83	\$526,025.00
PT-09-04	\$1,128,471.00	\$2,339,247.00	\$0.00	\$422,120.00	\$422,120.00	\$865,050.00
PS-09-08	\$31,000.00	\$0.00	\$0.00	\$17,000.00	\$17,000.00	\$29,750.00
RS-09-10	\$150,000.00	\$0.00	\$0.00	\$110,000.00	\$110,000.00	\$150,000.00
YA-09-11	\$85,000.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$85,000.00
K2-09-00	\$1,271,613.00	\$1,000,000.00	\$0.00	\$921,067.00	\$921,067.00	\$1,112,067.00
K2PM-09-00	\$125,000.00	\$0.00	\$0.00	\$125,000.00	\$125,000.00	\$0.00
K4-09-00	\$3,980,522.00	\$0.00	\$0.00	\$3,428,962.00	\$3,428,962.00	\$3,548,471.00
k4MP-09-00	\$180,000.00	\$0.00	\$0.00		\$0.00	\$180,000.00
K6-08-00	\$138,099.00	\$0.00	\$0.00	\$155,000.00	\$155,000.00	\$110,000.00
K8-08-00	\$1,823,306.00	\$1,250,402.00	\$0.00	\$2,025,689.50	\$2,025,689.50	\$1,602,535.00
K8PM-08-00	\$245,000.00	\$0.00	\$0.00	\$120,000.00	\$120,000.00	\$0.00
K9-08-00	<u>\$641,099.00</u>	<u>\$130,000.00</u>	<u>\$0.00</u>	<u>\$536,985.00</u>	<u>\$536,985.00</u>	<u>\$645,000.00</u>
Total	\$11,653,267.00	\$4,957,402.00	\$0.00	\$9,715,276.15	\$9,715,276.15	\$8,952,030.00

Planning & Administration

Objectives

- To provide the management/financial expertise necessary to plan, contract, monitor and evaluate Iowa's highway safety program.
- To provide the administrative capabilities necessary to support total program efforts.
- To provide financial training and information to contractors.

Program Description

Three full-time positions in the Governor's Traffic Safety Bureau are funded from within the Planning and Administration emphasis area. These positions are the GTSB Chief, the Financial Manager and the Administrative Assistant. The GTSB experienced a major transition at the beginning of FFY 2008 with long-time GTSB Director Mike Laski's retirement in December 2007 after nearly 22 years as head of the Bureau. DPS Commissioner and Governor's Representative for Highway Safety Eugene Meyer put it best when he said "J. Michael Laski is the face of highway safety in Iowa." During Mike's distinguished tenure, Iowa enacted a primary safety belt law, a 30-day hard suspension for OWI offenders, .08 BAC legislation and raised the legal drinking age from 19 to 21 with a .02 BAC limit for underage offenders. Since the late 1980s, Iowa's safety belt use has increased five-fold, climbing from 18% in 1985 to 91% in 2007 while alcohol-related traffic deaths have been cut by more than half. Congratulations to Mr. Laski and enjoy your retirement. In December 2007, Larry Sauer joined the Bureau as Bureau Chief. Larry brings to the position 36 years of law enforcement experience, including 30 years at the Department of Public Safety. He served as an Iowa State Patrol trooper, a DCI Agent and Supervisor and as the Executive Assistant to former DPS Commissioner Kevin Techau prior to his retirement as a peace officer in December 2006.

In November 2007, Ms. Shelley DeForest accepted a new position in the DPS Finance Bureau, ending an outstanding 17-year career as GTSB Financial Manager. Shelley was a recognized national leader in the use of NHTSA's Grant Tracking System and a recipient of NHTSA's Public Service Award, the highest recognition they bestow. In December 2007, Ms. Beth Chipp joined the Bureau as Financial Manager bringing over 20 years of accounting and financial management experience with the Department of Natural Resources. Ms. Chipp serves as the Bureau's Financial Manager and is responsible for all financial reporting requirements including the preparation of the financial information included in the Highway Safety Plan and the Annual Evaluation Report. She oversees all budgetary aspects of the Bureau's entire highway safety program and maintains NHTSA's Grant Tracking System. In FFY 2009, she will process all claim reimbursements and handle the preparation and submission of Change Orders. Ms. Chipp will also prepare budget information for the Bureau, provide financial assistance to staff and program contractors and maintain the Bureau's financial-related policy files. In addition, she serves as the Bureau's liaison with other financial management personnel in the Department of Public Safety and the National Highway Traffic Safety Administration.

Ms. Sandy Bennett is the Administrative Assistant for the Bureau. She provides administrative support for most Bureau operations. In the upcoming year, Ms. Bennett will be responsible for preparation of the Bureau's state and federal contractual agreements and provide primary assistance in the preparation for federal grant applications, the Problem Identification, Highway Safety Plan and Annual Evaluation Report. She will handle Bureau correspondence and maintain contractual, policy and other Bureau files. Ms. Bennett prepares agency activity schedules, ensures federal and state deadlines are met, provides a monthly tracking report of contractor and Area Administrator reporting compliance and

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handles travel arrangements for Bureau staff. She is also responsible for updating the GTSB's Policy and Procedures Manual. In addition, she creates computer presentations for the Bureau Chief and staff using graphics, charts and enhanced text.

Program management, financial expertise and administrative support will be provided for planning, implementing, monitoring and evaluating federal highway safety programs. Financial information, training and program oversight will be provided to all Governor's Traffic Safety Bureau contractors. The FFY 2009 Highway Safety Plan, Annual Evaluation Report and all financial documents will be submitted on a timely basis.

Budget – 402 Planning & Administration

Program <u>Area Code</u>	<u>Contracting Agency</u>	<u>Total Costs</u>	<u>Federal Share</u>	<u>State Share</u>	<u>Local Share</u>	<u>Local Benefit</u>
PA-09-01-01	Governor's Traffic Safety Bureau	\$350,000	\$175,000	\$175,000		\$0
	(Personal Services \$288,000)					
	(Commodities: \$15,000)					
	(Equipment: \$5,000)					
	(Indirect Costs: \$42,000)					
Total		\$350,000	\$175,000	\$175,000	\$0	\$0

Alcohol Program

Objectives

- To maintain or increase total OWI enforcement contacts in the project area.
- To maintain at least an 85% statewide OWI conviction rate.
- To provide specialized, alcohol-related traffic safety education to judges, prosecutors, law enforcement officers and students.
- To achieve and maintain 26% or fewer alcohol-related fatalities by the end of FFY 2009.
- To achieve and maintain an alcohol-related fatality rate of .36 fatalities per 100 million VMT or lower by the end of FFY 2009.
- To achieve and maintain an alcohol-related injury rate of 5.5 injuries per 100 million VMT or lower by the end of FFY 2009.

Program Description

Despite a dramatic reduction in alcohol-related fatalities in Iowa during the past decade, impaired driving and the non-use of safety belts remain the two primary contributors to traffic-related death and injury on Iowa's streets and highways. Section 402 program activities for the Year 2009 include a strong, visible enforcement component enhanced by adjudication, training efforts, public information and education. Iowa enacted a .08 BAC law in 2003. Alcohol fatalities set an all-time low in 2004 with 78 deaths, far below the previous low of 112, set in 2000. While impaired driving related deaths rebounded in 2007 with 111 such fatalities, numbers still remain below the pre-2004 levels. The unprecedented decline in alcohol and drug related traffic fatalities in 2004 was a primary factor in Iowa's 59-year low in overall highway deaths that year and improvements in 5 and 10-year overall fatality averages.



Eight local law enforcement agencies including four police departments, three sheriffs' offices and the Iowa State University (ISU) Department of Public Safety will receive GTSB support. All will feature multi-agency cooperative efforts including vehicle safety checkpoints, saturation patrols and corridor enforcement events. The Marshall County Sheriff's Office and Burlington and Windsor Heights police departments begin first year impaired driving efforts. Enforcement agencies from Ottumwa and Council Bluffs as well as ISU's Department of Public Safety and sheriffs' offices from Scott and Woodbury counties begin their third year of similar efforts. One major enhancement to GTSB's efforts to assist state and local law enforcement to drive down Iowa traffic deaths is a comprehensive, statewide program of night time safety belt enforcement. Statewide data for 2005-2007 shows that 57% of all daytime traffic fatality victims were wearing seat belts versus fewer than 39% of all night time victims. Based on the successful program initiated by the State of Washington in 2006, Iowa began nighttime belt enforcement during the spring of 2008. All GTSB 402 and 410 enforcement contracts in FFY 2008 all require participation in at least one nighttime safety belt enforcement event. Nighttime belt enforcement will also boost impaired driving enforcement. Based on Washington's experience and Iowa's experience with its initial night time events, numerous alcohol and impaired driving related enforcement contacts, including OWI arrests, will result from the night time efforts.

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In addition to the enforcement efforts of these agencies, all will conduct educational presentations, provide educational materials, provide traffic safety training for officers and some will receive funding for additional traffic safety equipment. Although part of the alcohol emphasis area, these enforcement agencies will conduct at least two observational occupant protection surveys in our continued effort to improve and assess the occupant protection usage for and by Iowans.

In the area of adjudication, GTSB funds will support training efforts aimed at magistrates with the State Court Administrator's Office. At the Prosecuting Attorneys Training Council, training will focus on issues relevant to law enforcement officers and county attorneys in the prosecution of alcohol and drug impaired drivers. The Iowa Law Enforcement Academy will provide standardized field sobriety test (SFST) training as well as occupant protection training and a four-hour drug interdiction course for officers. Other significant programs funded under the alcohol emphasis area include a statewide public information and education program with The Integer Group and toxicological support for the Department of Public Safety's Division of Criminal Investigation Criminalistics Lab. FFY 2009 will see the continuation of a significant effort with the DCI Lab to replace evidentiary breath testing devices across the state with new technologically advanced instruments. By employing a multi-faceted approach, incorporating the key elements of training, public information and enforcement, the GTSB believes Iowa can continue to positively impact alcohol-related traffic problems in the state and be an effective partner in the national Alcohol Mobilization effort.

Budget – 402 Alcohol

<u>Program</u>		<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local</u>
<u>Area Code</u>	<u>Contracting Agency</u>	<u>Costs</u>	<u>Share</u>	<u>Share</u>	<u>Share</u>	<u>Benefit</u>
AL-09-02-01	Burlington Police Department	\$17,500	\$17,500	\$0	\$0	\$17,500
AL-09-02-02	Council Bluffs Police Department	\$38,000	\$28,500	\$0	\$9,500	\$28,500
AL-09-02-03	ISU Department of Public Safety	\$23,650	\$17,737	\$0	\$5,913	\$17,737
AL-09-02-04	Ottumwa Police Department	\$27,400	\$20,550	\$0	\$6,850	\$20,550
AL-09-02-05	Scott County Sheriff's Office	\$20,000	\$15,000	\$0	\$5,000	\$15,000
AL-09-02-06	Woodbury County Sheriff's Office	\$14,500	\$10,875	\$0	\$3,625	\$10,875
AL-09-02-07	State Court Administrator	\$14,000	\$14,000	\$0	\$0	\$14,000
AL-09-02-08	Prosecuting Attorneys Training Co	\$172,000	\$172,000	\$0	\$0	\$172,000
AL-09-02-09	Iowa Law Enforcement Academy	\$135,000	\$135,000	\$0	\$0	\$135,000
AL-09-02-10	Marshall County Sheriff's Office	\$9,900	\$9,900	\$0	\$0	\$9,900
AL-09-02-11	Division of Criminal Investigation Lal	\$501,500	\$501,500	\$0	\$0	\$501,500
AL-09-02-12	The Integer Group	\$85,000	\$85,000	\$0	\$0	\$0
AL-09-02-13	Windsor Heights Police Departmen	\$5,570	\$5,570	\$0	\$0	\$5,570
AL-08-02-15	GTSB - Travel	\$5,000	\$5,000	\$0	\$0	\$5,000
AL-08-02-16	GTSB - Printing	\$30,000	\$30,000	\$0	\$0	\$30,000
Total		\$1,099,020	\$1,068,132	\$0	\$30,888	\$983,132

Occupant Protection Program

Objectives

- To enhance the motoring public's use of safety belts/child restraints through programs targeted for enforcement, educators and the general public.
- To achieve a statewide safety belt use rate of 95% by the end of FFY 2009.
- To achieve a statewide child restraint use rate of 92% by the end of FFY 2009.

Program Description

Lack of occupant protection use, along with impaired driving, remains the prime killer in crashes on Iowa's roadways. In July of 2007, a statewide seat belt usage survey encompassing 100 sites and nearly 14,000 observations showed a usage rate of 91%, up 1% from the 2006 survey.

Successful 402 efforts continuing from FFY 2008 include a statewide public information and education campaign that consists of both television and radio public service announcements produced under contract with The Integer Group. The Polk City Police Department receives funding to support the Central Iowa Traffic Safety Task Force (CITSTF) made up of police departments and sheriffs' offices in Polk and Dallas counties along with the DOT Enforcement Division, the Iowa Department of Public Health Bureau of Emergency Medical Services and the Iowa Law Enforcement Academy. These agencies meet regularly to plan and implement special traffic enforcement efforts that include traffic safety checkpoints and distribution of educational materials. They also put together an annual one-day seminar to educate local prosecutors and law enforcement personnel in traffic safety issues.

The Iowa State Patrol will spearhead enforcement activities funded under the 402 Occupant Protection emphasis area. Joining them in this effort are police departments from Dubuque, Hiawatha, Newton and Johnston. As with other 402 and 410 enforcement contractors funded in FFY 2009, these agencies will each conduct traffic enforcement that includes at least one night time activity focusing on safety belt use. Additionally, the Bureau requires an occupant protection enforcement component in every

enforcement contract it administers. That includes over 100 law enforcement agencies participating in Iowa's 402 and 410 programs. Above and beyond the enforcement components within the 402 Occupant

Protection emphasis area, each of these contracts will include funds for educational materials. The Johnston Police Department will also utilize 402 funds to conduct educational presentations on occupant protection and the Hiawatha Police Department will utilize 402 funds for officers certified as CPS Technicians to attend child passenger safety check up events where they will educate parents and care-givers on the proper installation and use of child restraint systems.



Efforts planned in Iowa's Section 402 program will continue to receive support from programs funded within Sections 405 and 406. In all, GTSB-funded enforcement and public education projects can be found in 90 of Iowa's 99 counties representing over 90% of the state's population. With these programs in place, Iowa is geared up to reach our goal of 95% safety belt use by the Year 2009.

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Budget – 402 Occupant Protection

<u>Program</u> <u>Area Code</u>	<u>Contracting Agency</u>	<u>Total</u> <u>Costs</u>	<u>Federal</u> <u>Share</u>	<u>State</u> <u>Share</u>	<u>Local</u> <u>Share</u>	<u>Local</u> <u>Benefit</u>
OP-09-03-01	The Integer Group	\$85,000	\$85,000	\$0	\$0	\$0
OP-09-03-02	Polk City PD CITSTF	\$7,500	\$7,500	\$0	\$0	\$7,500
OP-09-03-03	GTSB - Fair Booth	\$41,000	\$41,000	\$0	\$0	\$41,000
OP-09-03-06	Dubuque Police Department	\$49,190	\$26,700	\$0	\$22,490	\$26,700
OP-09-03-07	GTSB - Printing	\$55,000	\$55,000	\$0	\$0	\$55,000
OP-09-03-08	Iowa State Patrol	\$150,000	\$150,000	\$0	\$0	\$150,000
OP-09-03-09	Iowa State Patrol	\$209,500	\$209,500	\$0	\$0	\$209,500
OP-09-03-12	Hiawatha Police Department	\$7,700	\$5,775	\$0	\$1,925	\$5,775
OP-09-03-13	GTSB - Travel	\$5,000	\$5,000	\$0	\$0	\$5,000
OP-09-03-14	Newton Police Department	\$15,000	\$11,250	\$0	\$3,750	\$11,250
OP-09-03-15	Johnston Police Department	\$13,000	\$9,300	\$0	\$3,700	\$9,300
OP-09-03-16	Cedar Rapids Police Department	\$1,000	\$1,000	\$0	\$0	\$1,000
OP-09-03-17	Clinton Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
Total		\$642,890	\$611,025	\$0	\$31,865	\$526,025

Police Traffic Services Program

Objectives

- To promote the motoring public's awareness of traffic safety considerations through targeted educational materials aimed at high-risk populations.
- To promote cooperative, multi-agency law enforcement initiatives directed at identified high-risk problem areas.
- To reduce statewide traffic fatalities by 3% by the end of FFY 2009
- To achieve and maintain a statewide traffic fatality rate of 1.4 fatalities per 100 million VMT or lower by the end of FFY 2009
- To achieve and maintain a statewide serious traffic injury rate of 6.5 serious injuries per 100 million VMT or lower by the end of FFY 2009

Program Description

During 2007, Iowa recorded 445 traffic deaths, up 6 or 1.4% from the 2006 total of 439. Twice during this decade, Iowa has set modern lows for traffic deaths with 405 fatalities in 2002 and 388 fatalities in 2004. Collective fatalities since 2000 are the lowest for any decade since the 1940s.

Programs funded under the Police Traffic Services emphasis area are predominantly enforcement based. During FFY 2009, GTSB funds will support 16 police departments, five sheriffs' offices and the Black Hawk Consolidated Public Safety Communications Center. All local enforcement contracts will include contact goals for occupant protection, alcohol/impaired driving and serious moving violations, especially speed and stop sign/light violations. All PTS contractors will participate in cooperative, multi-agency enforcement efforts including saturation patrols, corridor enforcement and vehicle safety inspection checkpoints. In Central Iowa, police departments and sheriffs' offices in Polk and Dallas counties spearhead cooperative events and public information efforts under the umbrella of the Central Iowa Traffic Safety Task Force or CITSTF.



Two new major enforcement initiatives will play a critical role in the FFY 2009 PTS program. The first of these is a statewide night time safety belt enforcement initiative. In 2007, a total of 180 Iowans died unbelted in crashes. This is by far the leading cause of death as a result of motor vehicle crashes in Iowa, outnumbering the #2 (impaired driving) and #3 (motorcycle) causes combined. An analysis of Iowa fatality data for 2005-2007 showed that more than 61% of all night time traffic crash fatality victims were unbelted, far higher than the daytime figure of 43%. It is estimated that night time travelers are at least 2 ½ times more likely to die in a crash, per mile driven, than their daytime counterparts. All PTS contractors will be required to participate in at least one night time safety belt enforcement event, in cooperation with other local law enforcement and/or the Iowa State Patrol.

A second major thrust for FFY 2009 will be a concentrated effort to push Iowa's traffic fatality total below 400. One strategy for achieving this goal is a concentrated focus on Iowa's Top 5 Problem counties. These counties account for nearly 25% of Iowa's traffic deaths and more than 25% of all serious injuries and impaired related injuries and nearly 30% of the state's total traffic injuries. Eight of the 21 PTS-funded agencies are in Iowa's Top 5 Problem counties. The GTSB will be promoting the ongoing multi-agency enforcement event model exemplified by CITSTF.

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PTS agencies play a crucial role in Iowa's "Drive Toward 95," the push to reach 95% safety belt usage by the end of 2009. As active participants in Iowa's five sTEP wave events in FFY 2009, PTS agencies will help maintain and expand the statewide enforcement and strong local educational message. Accompanied by state and national paid media, local enforcement from agencies of all sizes and jurisdictions form the cornerstone of Iowa's efforts to reduce the tragic impact of the state's #1 highway killer (non-use of safety belts).

These efforts initiated in the PTS program should put Iowa in a very good position to maintain the statewide fatality rate at or below the 1.4 level.

Budget – 402 Police Traffic Services

Program <u>Area Code</u>	<u>Contracting Agency</u>	Total <u>Costs</u>	Federal <u>Share</u>	State <u>Share</u>	Local <u>Share</u>	Local <u>Benefit</u>
PT-09-04-01	Bettendorf Police Department	\$59,158	\$24,000	\$0	\$35,158	\$24,000
PT-09-04-02	Clive Police Department	\$8,000	\$6,000	\$0	\$2,000	\$6,000
PT-09-04-03	Ankeny Police Department	\$11,500	\$9,200	\$0	\$2,300	\$9,200
PT-09-04-04	Black Hawk Communication Center	\$2,500	\$2,500	\$0	\$0	\$2,500
PT-09-04-05	Coralville Police Department	\$11,800	\$8,850	\$0	\$2,950	\$8,850
PT-09-04-06	Des Moines County Sheriff's Office	\$16,430	\$4,875	\$0	\$11,555	\$4,875
PT-09-04-07	Des Moines Police Department	\$65,600	\$49,725	\$0	\$15,875	\$49,725
PT-09-04-08	Keokuk Police Department	\$14,100	\$10,575	\$0	\$3,525	\$10,575
PT-09-04-09	Cedar Falls Police Department	\$10,000	\$10,000	\$0	\$0	\$10,000
PT-09-04-10	Davenport Police Department	\$26,500	\$26,500	\$0	\$0	\$26,500
PT-09-04-11	Epworth Police Department	\$5,500	\$5,500	\$0	\$0	\$5,500
PT-09-04-12	De Witt Police Department	\$17,000	\$17,000	\$0	\$0	\$17,000
PT-09-04-13	Mason City Police Department	\$9,400	\$7,050	\$0	\$2,350	\$7,050
PT-09-04-14	Fayette County Sheriff's Office	\$15,000	\$15,000	\$0	\$0	\$15,000
PT-09-04-15	Norwalk Police Department	\$1,446	\$1,085	\$0	\$361	\$1,085
PT-09-04-16	Waukee Police Department	\$68,473	\$21,600	\$0	\$46,873	\$21,600
PT-09-04-17	Johnson County Sheriff's Office	\$22,260	\$22,260	\$0	\$0	\$22,260
PT-09-04-18	Marshalltown Police Department	\$10,840	\$10,840	\$0	\$0	\$10,840
PT-09-04-19	Lee County Sheriff's Office	\$22,800	\$11,500	\$0	\$11,300	\$11,500
PT-09-04-20	Marion Police Department	\$26,000	\$26,000	\$0	\$0	\$26,000
PT-09-04-21	Muscatine Police Department	\$20,000	\$15,000	\$0	\$5,000	\$15,000
PT-09-04-22	Story County Sheriff's Office	\$17,050	\$17,050	\$0	\$0	\$17,050
PT-09-04-23	GTSB - Travel and Corridor Events	\$7,500	\$7,500	\$0	\$0	\$7,500
PT-09-04-24	GTSB - Printing	\$10,000	\$10,000	\$0	\$0	\$10,000
PT-09-04-25	GTSB - Programs	\$263,421	\$263,421	\$0	\$0	\$263,421
PT-09-04-26	Black Hawk County Sheriff's Office	\$440	\$440	\$0	\$0	\$440
PT-09-04-27	Dubuque County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
PT-09-04-28	Linn County Sheriff's Office	\$7,500	\$7,500	\$0	\$0	\$7,500
PT-09-04-29	Marion County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
PT-09-04-30	Nevada Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
PT-09-04-31	West Des Moines Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
PT-09-04-32	Soft match	\$2,200,000	\$0	\$2,200,000	\$0	\$0
Total		\$2,967,718	\$628,471	\$2,200,000	\$139,247	\$628,471

Program Management

Objectives

- To provide the program management expertise to prepare, implement and monitor state and local federal highway safety programs.
- To provide staff capabilities necessary to support total program efforts.
- To provide the technical and analytical expertise necessary to plan and evaluate highway safety programs.
- To provide and participate in technology sharing endeavors at the local, state and national levels.

Program Description

Mr. Mark Nagel serves as the Central Iowa Area Administrator and Occupant Protection Coordinator for the Bureau. In addition to the monthly monitoring of highway safety contractors in Central Iowa, Mr. Nagel is responsible for monitoring contracts for special occupant protection programs that focus on child passenger safety and general occupant protection issues (405/406). Mark, along with Christine Burkett, works closely with the GTSB's media contractors, The Integer Group and Learfield Sports on occupant protection public information campaigns. Mark is the newest addition to the GTSB staff, joining the Bureau in June of 2008. He brings 33 years of law enforcement experience with the Urbandale Police Department. He has an exceptional background in child passenger safety having been trained in the very first Certified Child Passenger Technician class held in Iowa in 1998. Mark was also instrumental in the establishment of Iowa's first permanent child safety seat fit station in Clive.

Ms. Wendie Nerem serves as the Eastern Iowa Area Administrator for the Bureau as well as the Youth Coordinator. She is also responsible for the development and publication of CrossRoads, the GTSB's quarterly traffic safety newsletter. In addition to those duties Ms. Nerem is responsible for the management of the Bureau's website. During FFY 2009, she will be responsible for the monthly monitoring of contracts in Eastern Iowa and will promote the efforts of multi-disciplinary safety teams (MDSTs) in Scott, Dubuque and Clinton counties. As Youth Coordinator, she will be involved in the special youth/alcohol effort with Iowa State University's "Get A Grip" Youth Alcohol Advisory Council and will serve on Iowa's Traffic Safety Alliance (TSA) Target Team for Teen Driving.

Mr. Denny Becker will continue as the GTSB's Western Iowa Area Administrator and as the Alcohol Programs Coordinator. A member of the Iowa DRE Association, Mr. Becker is actively involved in the operation and expansion of the state's Drug Evaluation and Classification Program (DECP). In addition to working with impaired driving issues, Denny will be responsible for monitoring individual highway safety contracts in Western Iowa. He is also active on the Red Ribbon Committee and helps coordinate efforts for that alcohol awareness campaign as well as 3-D Month efforts. Both of these promotions aim to increase public understanding of the potentially tragic consequences of drunk and drugged driving.

Ms. Christine Burkett monitors Iowa's state agency contracts as well as several central Iowa law enforcement agency contracts. She is responsible for the planning and implementation of the Bureau's successful Annual Highway Traffic Safety Conference. Christine also manages the GTSB public information efforts at the Iowa State Fair. In FFY 2009, she will be working with motorcycle safety issues as well. Christine serves as the lead staff person with the GTSB's media contracts. She also coordinates other Bureau-sponsored conferences. Additionally, Christine manages staff training. Her ability to speak fluent Spanish is also a great benefit for the Bureau.

Iowa 2009 Highway Safety Plan

Mr. Robert Thompson is the Program Evaluator and Traffic Records Coordinator for the Bureau. He is responsible for the statewide Problem Identification analysis and compiles the Bureau's Highway Safety Plan and Annual Evaluation Report. He also oversees development of performance measures and objectives for all federal highway safety contracts. Mr. Thompson is primarily responsible for Iowa's 408 federal traffic records program, serving as Co-chair of the Iowa State Traffic Records Coordinating Committee (STRCC). During 2009, Bob will serve as Chair of the National Safety Council's Highway Traffic Safety Section. He is a member of the Transportation Research Board's Safety Management Committee and Iowa's Trauma Systems Advisory Council. Additionally, Bob is part of the managing team of Iowa's Comprehensive Highway Safety Plan (CHSP) now known as the Iowa Traffic Safety Alliance.

Serving as the Secretary for the GTSB and as the initial contact for the Bureau is Ms. Ihla Hochstetler. She is responsible for answering all of the incoming telephone calls, responding to inquiries and/or referring callers to the appropriate GTSB staff member. She coordinates the scheduling of Vince and Larry appearances around the state and maintain the Vince & Larry costumes. In addition, Ihla manages the Bureau's Resource Library for the staff and the Loaner Library, which is made up of audio/visual and other items available for teachers, driver education instructors and others wanting to educate Iowans on traffic safety issues. Beyond that, Ihla manages inventories of both the educational and promotional items, which she distributes throughout Iowa and the GTSB's office equipment and supplies. One new aspect of Ihla's position is that of Secretary to Iowa's newly-created DRE Board. As such, she is responsible for recording the minutes of Board meetings, processing DRE applications and related letters and sending out meeting notices and other information to Board members.

As part of the total Program Management effort, the Iowa State University Office of Continuing Education will once again work under contract with the Governor's Traffic Safety Bureau to provide staff and support services for the Bureau's annual highway safety conference.

Budget – 402 Program Management

Program Area Code	Contracting Agency	Total Costs	Federal Share	State Share	Local Share	Local Benefit
	Governor's Traffic Safety Bureau	\$590,000	\$590,000			\$9,000
	Personal Services: \$479,000					
	Commodities: \$ 25,000					
	Equipment: \$ 21,000					
	Indirect Costs: \$ 65,000					
AL-09-07-01	Alcohol (\$250,000)					
OP-09-07-01	Occupant Protection (\$190,000)					
PT-09-07-01	Police Traffic Services (\$150,000)					
	Iowa State University	\$60,000	\$60,000			\$60,000
AL-09-07-02	Alcohol (\$20,000)					
OP-09-07-02	Occupant Protection (\$20,000)					
PT-09-07-02	Police Traffic Services (\$20,000)					
Total		\$650,000	\$650,000	\$0	\$0	\$69,000

Pedestrian/Bicycle Safety Program

Objectives

- To encourage the use of bicycle helmets through educational programs, information and other awareness heightening methods.
- To provide information on safe off-the-road bicycling alternatives throughout Iowa to reduce vehicle-bicycle crashes.
- To develop comprehensive pedestrian/bicycle safety programs in communities.

Program Description

Each year in Iowa over 500 bicyclists are injured in traffic crashes. Last year, seven bicycle riders were traffic fatality victims. The Governor's Traffic Safety Bureau will continue a highly successful program with the Iowa Department of Public Health Bureau of Emergency Medical Services to promote bicycle safety awareness and facilitate the traffic safety education of Iowa's bicycle riding public. With input from the GTSB, the Bureau of EMS will identify local bicycle clubs to serve as effective and appropriate vehicles for addressing bicycle safety education and awareness. Each year, applications from bicycle clubs and related organizations from around the state are solicited, reviewed and evaluated. Four new groups are chosen each year to participate. Activities typically include bicycle safety rodeos and helmet promotion activities such as classroom education and poster contests with local civic groups. In the last 16 years, 57 bicycle clubs across the state have contributed to the Iowa's bicycle/traffic safety effort.

Other efforts include the Iowa State Patrol's bicycle and pedestrian educational programs and supporting educational materials. The Patrol's 14 Safety Education Officers (SEOs) conduct more than 100 programs each year at elementary schools throughout Iowa and at least a dozen bicycle safety rodeos across the state. Young House Family Services in Burlington will continue a successful bicycle safety program with local elementary school children. Iowa data shows persons ages 5-14 are most at risk for bicycle-related crash injury and death. In addition, significant pedestrian/bicycle program activity occurs as part of local safe community efforts in several Iowa communities.

The GTSB is also involved with the Iowa DOT's Safe Routes to School Committee. Funded as part of SAFETEA-LU, Safe Routes to School provides Iowa with over \$1 million annually to identify and improve safe bicycle and pedestrian routes to schools across the state. Currently, safe route programs are underway or planned for at least 20 Iowa communities. Iowa's growing number of local Multi-Disciplinary Safety Teams or MDSTs also include partners with an interest in bicycle safety and the active involvement of local Metropolitan Planning Organizations or MPOs. One good example of this is Iowa's newest MDST, Drive Safely Cedar Valley, which includes Waterloo, Cedar Falls and the surrounding vicinities. This group is spearheaded by the Iowa Northland Regional Council of Governments, a leader in the development and promotion of bicycle recreational trails.

Budget – 402 Pedestrian/Bicycle

Program Area Code	Contracting Agency	Total Costs	Federal Share	State Share	Local Share	Local Benefit
PS-09-08-01	Department of Public Health	\$10,000	\$10,000	\$0	\$0	\$10,000
PS-09-08-02	Iowa State Patrol	\$16,000	\$16,000	\$0	\$0	\$0
PS-09-08-03	Young House Family Services	\$5,000	\$5,000	\$0	\$0	\$5,000
Total		\$31,000	\$31,000	\$0	\$0	\$15,000

Roadway Safety Program

Objectives

- To provide the contractual services necessary to complete traffic engineering studies at the city and county levels where such expertise is not otherwise available.
- To participate in training programs designed to enhance the traffic safety expertise of engineers, traffic technicians and maintenance personnel at the state, county and city levels.

Program Description

In order to bring the potential traffic safety benefits which can derive from traffic engineering studies and subsequent roadway improvements to Iowa's smaller counties and communities, the Governor's Traffic Safety Bureau annually provides 402 funding support for the Traffic Engineering Assistance Program (TEAP). An engineering consulting firm or firms is contracted with by the Office of Traffic & Safety at the Iowa Department of Transportation to conduct these studies for local communities which do not have the "in-house" engineering expertise to conduct such studies themselves. In a good example of the "seed money" concept, this popular and well-recognized program now receives state funding support from IDOT's regular appropriation equivalent to 100% of the 402 funding. Requests for studies have increased so dramatically that the program now has three consultants.

The second major thrust of GTSB 402-supported efforts in regard to roadway safety is the Safety Circuit Rider. The Circuit Rider is a professional engineer who conducts traffic safety related training for engineers, traffic technicians, maintenance personnel, flaggers and other road construction personnel. The Circuit Rider also organizes the DOT's winter work zone safety training program and is the key instructor as well. To make this possible, the DOT supplements the Bureau's funding by an additional 20%. During FFY 2009, the program will continue to bring work zone safety, flagger instruction and signage training to local road personnel. Circuit Rider Mr. Tom McDonald has been a leader, along with DOT State Safety Engineer Tom Welch, in promoting a comprehensive approach to safety corridors. With the GTSB, the ISP, local law enforcement and traffic engineering involvement, corridors have been established on U.S. 52 in Dubuque County, U.S. 61 in Muscatine and Scott counties and Iowa 25 in Union County. The corridors include Road Safety Audits followed by Enhanced Enforcement and Engineering Improvements. Iowa's identification of the highest 5% crash corridors has been instrumental in identifying these roadways.



Budget – 402 Roadway Safety

<u>Program Area Code</u>	<u>Contracting Agency</u>	<u>Total Costs</u>	<u>Federal Share</u>	<u>State Share</u>	<u>Local Share</u>	<u>Local Benefit</u>
RS-09-10-01	Department of Transportation - CR	\$50,000	\$50,000	\$0	\$0	\$50,000
RS-09-10-02	Department of Transportation - TEAP	\$100,000	\$100,000	\$0	\$0	\$100,000
Total		\$150,000	\$150,000	\$0	\$0	\$150,000

Youth/Alcohol Program

Objectives

- To encourage and promote the development and implementation of youth/alcohol education and prevention programs for elementary, junior high, high school and college students.
- To reduce/maintain the involvement of 15-24 year old drivers as a percent of all drinking drivers in fatal crashes at 28% or less by the end of FFY 2009.
- To reduce/maintain the involvement of 15-24 year old drivers as a percent of all drinking drivers in injury crashes at 30% or less by the end of FFY 2009.

Program Description

Because a significant amount of 410 and 402 funding in the alcohol emphasis area is directed at enforcement, including 16-24 year old drinking drivers, the major focus under the Youth/Alcohol emphasis area is education and public information. A contract with Iowa State University's Department of Public Safety forms the nucleus of the Governor's Traffic Safety Bureau's efforts under the Youth/Alcohol emphasis area.

Iowa State University will begin the 19th year of an extremely successful program of workshops that draw high school students and counselors from across the state. In FFY 2009, at least five one-day and ten 1/2 day local training programs on the dangers of impaired driving, alcohol/substance abuse and positive alternatives to these self-destructive behaviors will be held. High schools across the state host the "Get A Grip" workshops. Most schools invite students and counselors from neighboring schools expanding the reach and impact of the program. Their focus is on developing action plans and alternative activities and social events that do not involve alcohol or drugs. To support the action plans, students develop artwork that promotes healthy choices and fosters increased involvement by youth.

Since the program's inception in 1991, over 4,000 students have benefited by attending the Get A Grip workshops. With a renewal of focus on teen driving as well as on graduated drivers licensing laws and legislation, both in Iowa and nationally, the feasibility and success of programs such as Get a Grip grow in significance and visibility.



Budget – 402 Youth/Alcohol

Program Area Code	Contracting Agency	Total Costs	Federal Share	State Share	Local Share	Local Benefit
YA-09-11-01	ISU Public Safety - Get A Grip Workshops	\$85,000	\$85,000	\$0	\$0	\$85,000
Total		\$85,000	\$85,000	\$0	\$0	\$85,000

Occupant Protection Incentive Program (Section 405)

Objectives

- To conduct and publicize a statewide child restraint usage survey.
- To support Iowa's sSTEP effort by funding the sSTEP Coordinator's salary and travel expenses.
- To support a broad array of occupant protection usage enhancement programs aimed at rural youth; child passenger safety including technical training and booster seat promotion; public information as well as other occupant protection education efforts.
- To achieve a statewide safety belt use rate of 95% by the end of FFY 2009.
- To achieve a statewide child restraint use rate of 92% by the end of FFY 2009.

Program Description

Child restraint use and education are a vital part of Iowa's overall occupant protection effort. Improper use of child restraints is a major barrier to achieving the maximum protection for Iowa children. Iowa's child passenger safety law provides for child safety seat or booster seat use for all children under the age of six and booster seat or safety belt use for all children six to eleven.

The GTSB will continue to utilize Occupant Protection Incentive funds to support one full-time child passenger safety coordinator at the Iowa Department of Public Health (IDPH). The program includes support for child restraint training and educational materials. Child safety seat inspections and check-up events will be held and support materials will be provided to CPS Technicians to assist them in providing community-based education on the correct use of child restraints. Another key aspect is to promote booster seat use for children ages 5-8. Child passenger safety information will continue to be provided on request to interested groups. A Child Passenger Safety Technician Conference, as well as regional training updates, will be planned and implemented.

The University of Iowa's Injury Prevention Research Center will hire and train personnel to conduct a statewide child restraint use survey. They will also analyze the survey data and provide a written report to the Governor's Traffic Safety Bureau. The Bureau will then disseminate the findings of this survey.

The Bureau's sSTEP Coordinator position is funded under Section 405. Randy Hunefeld works closely with Iowa's Law Enforcement Liaison and Occupant Protection Coordinator. He oversees all aspects of Sections 406 sSTEP including contract management, enforcement data collection and entry, claims review and interacting with sSTEP agencies, the media and the public. sSTEP continues to play a major role in our efforts to increase Iowa's seat belt usage rate as we strive to achieve our goal of 95% usage.

Blank Children's Hospital will continue management of a CPS Website with child safety seat fit station and check-up event locations/schedules as well as a database with results from those activities. CPS educational materials will be developed and distributed via physicians' offices and Blank Hospital.

Transportation for children with special needs education will be offered to a cross section of CPS Technicians in the medical field and seats appropriate to these needs provided for use. Development of new parent curriculum on child passenger seats is complete and is being distributed statewide for new parent training in an effort to relieve some of the burden at permanent fit stations. Blank will also help promote and distribute The Adventures of Commander Alex Booster Seat Boy Warrior, an entertaining and educational book aimed at kids ages 4 to 8.



Iowa 2009 Highway Safety Plan

The GTSB is pleased to have retained the services of Learfield Sports to reach additional Iowans with potentially life saving messages on the importance of safety belt use and sober driving. Learfield will work with both the University of Iowa and Iowa State University at football and basketball events. Promotional activities will include large electronic display boards and other signs as well as radio spots before, during and after games.



Rural youth are at the greatest risk for motor vehicle related crashes, injuries and death due to their amount of travel and the types of roads they drive on. Farm Safety 4 Just Kids will continue outreach to rural youths with innovative safety belt strategies and educational messages, including special safety programs with and peer presentations by more than a dozen youth groups across the state.

The Iowa State Patrol leads all law enforcement agencies in the enforcement of Iowa's safety belt and child restraint laws. They play a key role in educating Iowans on our child restraint law, hosting child safety seat check-up events and distributing restraint systems. Further outreach to teenagers is made through driver education programs.



Mercy Medical Center of Sioux City will continue to educate new parents on the proper use of child restraints. They will also provide child safety seats and instruction to caregivers, grandparents and others who transport children.

The Think First! Iowa program will enter its 21st year in FFY '09. Conducted by the Iowa Health System via their Trauma Injury Prevention curriculum, Think First! Iowa provides a powerful message to Iowa youth and teens regarding the potentially tragic and lifelong consequences of a few moments of carelessness behind the wheel. Last year, an information DVD was developed and distributed to Iowa schools highlighting the program. During the 2009 effort, over 150 Think First! Iowa programs will be presented to over 25,000 students.



Budget – 405 Occupant Protection Incentive

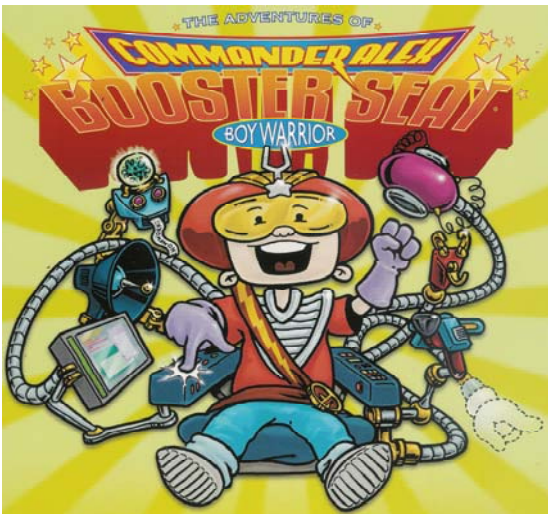
<u>Program Area Code</u>	<u>Contracting Agency</u>	<u>Total Costs</u>	<u>Federal Share</u>	<u>State Share</u>	<u>Local Share</u>	<u>Local Benefit</u>
K2-09-01	Department of Public Health	\$185,000	\$185,000	\$0	\$0	\$185,000
K2-09-02	Blank Children's Hospital	\$120,000	\$120,000	\$0	\$0	\$65,885
K2-09-03	University of Iowa Injury Prevention	\$27,500	\$27,500	\$0	\$0	\$27,500
K2-09-04	Iowa State Patrol	\$25,000	\$25,000	\$0	\$0	\$0
K2-09-05	Farm Safety 4 Just kids	\$26,000	\$26,000	\$0	\$0	\$26,000
K2-09-06	Mercy Medical Center	\$5,500	\$5,500	\$0	\$0	\$5,500
K2-09-07	GTSB - sTEP Coordinator	\$90,000	\$90,000	\$0	\$0	\$90,000
K2-09-08	CPS Technicians Conference	\$30,000	\$30,000	\$0	\$0	\$30,000
K2-09-09	Iowa Health System	\$55,750	\$55,750	\$0	\$0	\$55,750
K2-09-10	GTSB - Printing/Travel	\$25,000	\$25,000	\$0	\$0	\$25,000
K2-09-11	GTSB - Programs	\$105,431	\$105,431	\$0	\$0	\$105,431
K2-09-12	Soft Match	\$1,000,000	\$0	\$1,000,000	\$0	\$0
Subtotal		\$1,695,181	\$695,181	\$1,000,000	\$0	\$616,066
K2PM-09-13	Learfield Sports	\$125,000	\$125,000	\$0	\$0	\$0
Total		\$1,820,181	\$820,181	\$1,000,000	\$0	\$616,066

Safety Belt Performance Program (Section 406)

Objectives

- To achieve a statewide safety belt use rate of 95% by the end of FFY 2009.
- To achieve a statewide child restraint use rate of 92% by the end of FFY 2009.
- To support occupant protection usage enhancement programs directed toward businesses and employers.
- To continue to provide occupant protection training for law enforcement through the Iowa Law Enforcement Academy.
- To support paid media efforts promoting seat belt use and enhancing child passenger safety efforts through the development of appropriate educational materials.
- To improve occupant protection use in smaller towns and rural communities, at-risk populations, with a combination of education, public information and enforcement.
- To establish and support, using the sSTEP model, occupant protection education/enforcement programs with local law enforcement agencies throughout Iowa.

Program Description



Because Iowa has a primary seat belt law and has had two consecutive years with a usage rate above 85%, we are eligible for the Section 406 Seat Belt Incentive funding. Section 406 funds will support an array of occupant protection program activities. In this second year of funding, three programs will continue to utilize 406 monies. The first is Iowa's/NHTSA's CIOT paid media campaign and public information activities utilizing the GTSB's contractor, The Integer Group. Paid media will occur as part of two Iowa special Traffic Enforcement Program (sSTEP) waves, November 24-30 and May 18-31. Evaluation will include observational surveys, news clips and conviction rates. The Integer Group will also be tasked with continuing the enhancement of Iowa's child passenger safety campaigns with particular emphasis on booster seat use. The new Commander Alex book, developed by The Integer Group,

will be widely disseminated during the FFY 2009 program year.

A second project is the very successful effort to reach corporations and employers with employee belt use initiatives will continue with the Iowa Illinois Safety Council. To date, 120 companies have taken part. And, thirdly, Section 406 funds will also be utilized to fund Iowa's two full statewide observational surveys conducted by the Iowa State Patrol as part of NHTSA's CIOT (one pre-CIOT, one post-CIOT).

In addition to these three programs set to restart from last year, Iowa's FFY 2007 allocation will continue to support our statewide special Traffic Enforcement Program sSTEP in FFY 2009. This will be the first year that sSTEP is fully funded with Section 406 monies. Five waves of enforcement and education are done annually. Over 230 agencies participated in each 2008 wave. Participation has been strong in areas where belt use was typically below the state average (now 91%). By encouraging more Iowans to buckle up, this program is saving lives and reducing serious injuries.

FFY 2009 sSTEP applications were sent to all Iowa law enforcement agencies not set to take part in the 402 or 410 program. One hundred eighty-two agencies will receive sSTEP grants. They include 54 sheriffs' offices, 127 local police departments and the Iowa State Patrol. The program continues to attract new law enforcement agencies with eight agencies to participate in 2009 for the very first time. Iowa's special Traffic Enforcement Program will feature five public information/ education and enforcement waves beginning with Thanksgiving 2008.

Funding for these 182 agencies will provide for approximately 10,200 hours of overtime for traffic enforcement, 70 radar units, 50 preliminary breath testers, 95 in-car video cameras and partial funding for 11 speed trailers. In addition to their traffic enforcement efforts, these agencies conduct both a pre and post-wave observational safety belt survey for each of the five waves.

Results of their surveys along with information on their enforcement efforts are sent to their local medias to inform their communities of: 1) their current occupant protection usage rate, 2) their upcoming enforcement activities and 3) their post-wave safety belt usage rate. During both the 2007 and the 2008 program years, sSTEP agencies gave 100% reporting of their activities for each and every wave. Our Bureau also disseminates a media release for each wave noting the time frame and the focus of the enforcement efforts along with the results of the previous wave including the number of agencies and officers that participated, the number and types of enforcement contacts made, the number of motorist assists provided and the average safety belt use rates observed.

The efforts funded under Section 406 will be an integral part of our state's effort to reach 95% seat belt usage by the end of 2009.

SPECIAL TRAFFIC ENFORCEMENT PROGRAM

sSTEP 2009

Click It or Ticket - Day and Night


October 2008							November 2008							December 2008								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
			1	2	3	4							1			1	2	3	4	5	6	
5	6	7	8	9	10	11	2	3	4	5	6	7	8	7	8	9	10	11	12	13		
12	13	14	15	16	17	18	9	10	11	12	13	14	15	14	15	16	17	18	19	20		
19	20	21	22	23	24	25	16	17	18	19	20	21	22	21	22	23	24	25	26	27		
26	27	28	29	30	31	23	24	25	26	27	28	29	28	29	30	31						
							30															

January 2009							February 2009							March 2009								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
				1	2	3	1	2	3	4	5	6	7	1	2	3	4	5	6	7		
4	5	6	7	8	9	10	8	9	10	11	12	13	14	8	9	10	11	12	13	14		
11	12	13	14	15	16	17	15	16	17	18	19	20	21	15	16	17	18	19	20	21		
18	19	20	21	22	23	24	22	23	24	25	26	27	28	22	23	24	25	26	27	28		
25	26	27	28	29	30	31								29	30	31						

April 2009							May 2009							June 2009							
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	
			1	2	3	4						1	2			1	2	3	4	5	6
5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13	
12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20	
19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27	
26	27	28	29	30	24	25	26	27	28	29	30	28	29	30							
							31														

July 2009							August 2009							September 2009								
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S		
				1	2	3	4						1				1	2	3	4	5	
5	6	7	8	9	10	11	2	3	4	5	6	7	8	6	7	8	9	10	11	12		
12	13	14	15	16	17	18	9	10	11	12	13	14	15	13	14	15	16	17	18	19		
19	20	21	22	23	24	25	16	17	18	19	20	21	22	20	21	22	23	24	25	26		
26	27	28	29	30	31	23	24	25	26	27	28	29	27	28	29	30						
							30	31														

Seat Belt Survey
 Media
 Heightened Enforcement sSTEP Wave



GTSB
GOVERNOR'S TRAFFIC SAFETY BUREAU
IOWA DEPARTMENT OF PUBLIC SAFETY

sSTEP Coordinator Randy Hunefeld
 Governor's Traffic Safety Bureau
 Iowa Department of Public Safety
 215 East 7th Street, 3rd Floor
 Des Moines, IA 50319-0248
 515-725-6124 ★ FAX 515-725-6133
 Produced with Federal Highway Safety Funds (2008 - 4,500)

Iowa 2009 Highway Safety Plan

Budget – 406 Safety Belt Performance

<u>Program</u> <u>Area Code</u>	<u>Contracting Agency</u>	<u>Total</u> <u>Costs</u>	<u>Federal</u> <u>Share</u>	<u>State</u> <u>Share</u>	<u>Local</u> <u>Share</u>	<u>Local</u> <u>Benefit</u>
K4-09-00-01	Adair County Sheriff's Office	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-02	Adams County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-03	Akron Police Department	\$3,500	\$3,500	\$0	\$0	\$3,500
K4-09-00-04	Albia Police Department	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-05	Algona Police Department	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-06	Alta Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-07	Anamosa Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-08	Aplington Police Department	\$3,500	\$3,500	\$0	\$0	\$3,500
K4-09-00-09	Armstrong Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-10	Arnolds Park Police Department	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-11	Atlantic Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-12	Audubon Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-13	Bedford Police Department	\$1,000	\$1,000	\$0	\$0	\$1,000
K4-09-00-14	Belle Plaine Police Department	\$3,995	\$3,995	\$0	\$0	\$3,995
K4-09-00-15	Bellevue Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-16	Belmond Police Department	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-17	Bloomfield Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-18	Boone County Sheriff's Office	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-19	Bremer County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-20	Buchanan County Sheriff's Office	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-21	Buffalo Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-22	Butler County Sheriff's Office	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-23	Calhoun County Sheriff's Office	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-24	Calmar Police Department	\$2,150	\$2,150	\$0	\$0	\$2,150
K4-09-00-25	Camanche Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-26	Cass County Sheriff's Office	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-27	Centerville Police Department	\$3,000	\$3,000	\$0	\$0	\$3,000
K4-09-00-28	Chariton Police Department	\$3,900	\$3,900	\$0	\$0	\$3,900
K4-09-00-29	Charles City Police Department	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-30	Charter Oak Police Department	\$1,950	\$1,950	\$0	\$0	\$1,950
K4-09-00-31	Cherokee County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-32	Cherokee Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-33	Chickasaw County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-34	Clarence Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-35	Clarinda Police Department	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-36	Clarion Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-37	Clarke County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-38	Clarksville Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-39	Clermont Police Department	\$1,900	\$1,900	\$0	\$0	\$1,900

Iowa 2009 Highway Safety Plan

Budget – 406 Safety Belt Performance (continued)

<u>Program Area Code</u>	<u>Contracting Agency</u>	<u>Total Costs</u>	<u>Federal Share</u>	<u>State Share</u>	<u>Local Share</u>	<u>Local Benefit</u>
K4-09-00-40	Conesville Police Department	\$2,040	\$2,040	\$0	\$0	\$2,040
K4-09-00-41	Coon Rapids Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-42	Correctionville Police Departmer	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-43	Corydon Police Department	\$2,400	\$2,400	\$0	\$0	\$2,400
K4-09-00-44	Creston Police Department	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-45	Dallas Center Police Departmen	\$3,000	\$3,000	\$0	\$0	\$3,000
K4-09-00-46	Davis County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-47	Decatur County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-48	Decorah Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-49	Delaware County Sheriff's Office	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-50	Denver Police Department	\$3,000	\$3,000	\$0	\$0	\$3,000
K4-09-00-51	Dickinson County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-52	Dysart Police Department	\$1,600	\$1,600	\$0	\$0	\$1,600
K4-09-00-53	Eldora Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-54	Elkader Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-55	Emmet County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-56	Essex Police Department	\$2,500	\$2,500	\$0	\$0	\$2,500
K4-09-00-57	Estherville Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-58	Fairbank Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-59	Fairfield Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-60	Fayette Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-61	Floyd County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-62	Fonda Police Department	\$1,500	\$1,500	\$0	\$0	\$1,500
K4-09-00-63	Forest City Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-64	Franklin County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-65	Fremont County Sheriff's Office	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-66	Garner Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-67	Glenwood Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-68	Greene County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-69	Greene Police Department	\$3,000	\$3,000	\$0	\$0	\$3,000
K4-09-00-70	Grinnell Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-71	Grundy County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-72	Guthrie County Sheriff's Office	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-73	Guttenburg Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-74	Hampton Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-75	Hardin County Sheriff's Office	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-76	Harlan Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-77	Harrison County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-78	Hartley Police Department	\$1,450	\$1,450	\$0	\$0	\$1,450

Iowa 2009 Highway Safety Plan

Budget – 406 Safety Belt Performance (continued)

<u>Program Area Code</u>	<u>Contracting Agency</u>	<u>Total Costs</u>	<u>Federal Share</u>	<u>State Share</u>	<u>Local Share</u>	<u>Local Benefit</u>
K4-09-00-79	Hinton Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-80	Howard County Sheriff's Office	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-81	Humboldt County Sheriff's Office	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-82	Humboldt Police Department	\$3,950	\$3,950	\$0	\$0	\$3,950
K4-09-00-83	Ida County Sheriff's Office	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-84	Indianola Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-85	Iowa State Patrol	\$65,000	\$65,000	\$0	\$0	\$0
K4-09-00-86	Janesville Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-87	Jefferson County Sheriff's Office	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-88	Jesup Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-89	Jones County Sheriff's Office	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-00-90	Kingsley Police Department	\$2,850	\$2,850	\$0	\$0	\$2,850
K4-09-00-91	Kossuth County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-92	Lake Mills Police Department	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-93	Lake Park Police Department	\$3,000	\$3,000	\$0	\$0	\$3,000
K4-09-00-94	Lansing Police Department	\$2,400	\$2,400	\$0	\$0	\$2,400
K4-09-00-95	Le Grand Police Department	\$1,500	\$1,500	\$0	\$0	\$1,500
K4-09-00-96	Lenox Police Department	\$3,450	\$3,450	\$0	\$0	\$3,450
K4-09-00-97	Leon Police Department	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-00-98	Logan Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-00-99	Lucas County Sheriff's Office	\$3,500	\$3,500	\$0	\$0	\$3,500
K4-09-01-00	Madison County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-01	Madrid Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-02	Mahaska County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-03	Manchester Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-04	Manly Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-05	Manning Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-06	Mapleton Police Department	\$2,250	\$2,250	\$0	\$0	\$2,250
K4-09-01-07	Maquoketa Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-08	Marcus Police Department	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-01-09	Marengo Police Department	\$4,470	\$4,470	\$0	\$0	\$4,470
K4-09-01-10	Mar-Mac Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-11	Melbourne Police Department	\$2,500	\$2,500	\$0	\$0	\$2,500
K4-09-01-12	Merrill Police Department	\$3,500	\$3,500	\$0	\$0	\$3,500
K4-09-01-13	Missouri Valley Police Department	\$1,000	\$1,000	\$0	\$0	\$1,000
K4-09-01-14	Mitchell County Sheriff's Office	\$4,200	\$4,200	\$0	\$0	\$4,200
K4-09-01-15	Monona County Sheriff's Office	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-16	Monona Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-17	Montgomery County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500

Iowa 2009 Highway Safety Plan

Budget – 406 Safety Belt Performance (continued)

<u>Program Area Code</u>	<u>Contracting Agency</u>	<u>Total Costs</u>	<u>Federal Share</u>	<u>State Share</u>	<u>Local Share</u>	<u>Local Benefit</u>
K4-09-01-18	Monticello Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-19	Moville Police Department	\$2,000	\$2,000	\$0	\$0	\$2,000
K4-09-01-20	Nashua Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-21	New Albin Police Department	\$2,355	\$2,355	\$0	\$0	\$2,355
K4-09-01-22	New Hampton Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-23	New London Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-24	New Vienna Police Department	\$1,800	\$1,800	\$0	\$0	\$1,800
K4-09-01-25	Nora Springs Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-26	O'Brien County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-27	Osage Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-28	Osceola County Sheriff's Office	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-29	Osceola Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-30	Page County Sheriff's Office	\$3,000	\$3,000	\$0	\$0	\$3,000
K4-09-01-31	Palo Alto County Sheriff's Office	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-01-32	Panora Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-33	Postville Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-34	Poweshiek County Sheriff's Office	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-01-35	Readlyn Police Department	\$3,300	\$3,300	\$0	\$0	\$3,300
K4-09-01-36	Red Oak Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-37	Remsen Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-38	Ringgold County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-39	Robins Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-40	Sac City Police Department	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-01-41	Sac County Sheriff's Office	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-42	Schaller Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-43	Scranton Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-44	Sergeant Bluff Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-45	Seymour Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-46	Shell Rock Police Department	\$3,000	\$3,000	\$0	\$0	\$3,000
K4-09-01-47	Shellsburg Police Department	\$3,500	\$3,500	\$0	\$0	\$3,500
K4-09-01-48	Sigourney Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-49	Sioux County Sheriff's Office	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-01-50	Sioux Rapids Police Department	\$3,000	\$3,000	\$0	\$0	\$3,000
K4-09-01-51	Spirit Lake Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-52	St. Ansgar Police Department	\$3,000	\$3,000	\$0	\$0	\$3,000
K4-09-01-53	State Center Police Department	\$3,000	\$3,000	\$0	\$0	\$3,000
K4-09-01-54	Strawberry Point Police Department	\$3,000	\$3,000	\$0	\$0	\$3,000
K4-09-01-55	Swea City Police Department	\$3,500	\$3,500	\$0	\$0	\$3,500
K4-09-01-56	Tabor Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000

Iowa 2009 Highway Safety Plan

Budget – 406 Safety Belt Performance (continued)

<u>Program Area Code</u>	<u>Contracting Agency</u>	<u>Total Costs</u>	<u>Federal Share</u>	<u>State Share</u>	<u>Local Share</u>	<u>Local Benefit</u>
K4-09-01-57	Tama County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-58	Tama Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-59	Taylor County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-60	Tipton Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-61	Toledo Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-62	Tripoli Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-63	Union County Sheriff's Office	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-64	Van Buren County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-65	Villisca Police Department	\$3,500	\$3,500	\$0	\$0	\$3,500
K4-09-01-66	Vinton Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-67	Walcott Police Department	\$4,420	\$4,420	\$0	\$0	\$4,420
K4-09-01-68	Wapello Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-69	Waverly Police Department	\$4,475	\$4,475	\$0	\$0	\$4,475
K4-09-01-70	Wayne County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-71	Webster City Police Department	\$4,450	\$4,450	\$0	\$0	\$4,450
K4-09-01-72	West Branch Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-73	West Liberty Police Department	\$4,425	\$4,425	\$0	\$0	\$4,425
K4-09-01-74	West Union Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-75	Williamsburg Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-76	Wilton Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K4-09-01-77	Winnebago County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-78	Winneshiek County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-79	Winterset Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-80	Woodbine Police Department	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-81	Worth County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-01-82	Wright County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K4-09-02-00	GTSB - Programs	\$80,051	\$80,051	\$0	\$0	\$80,051
K4-09-02-01	Iowa State Patrol - TBD	\$11,000	\$11,000	\$0	\$0	\$0
K4-09-02-02	Iowa Illinois Safety Council	\$40,000	\$40,000	\$0	\$0	\$40,000
K4-09-02-03	The Integer Group	\$9,000	\$9,000	\$0	\$0	\$0
K4-09-02-04	Iowa State Patrol - surveys	\$17,000	\$17,000	\$0	\$0	\$0
Subtotal		\$940,731	\$940,731	\$0	\$0	\$838,731
K4PM-09-02-0: The Integer Group		\$180,000	\$180,000	\$0	\$0	\$0
Total		\$1,120,731	\$1,120,731	\$0	\$0	\$838,731

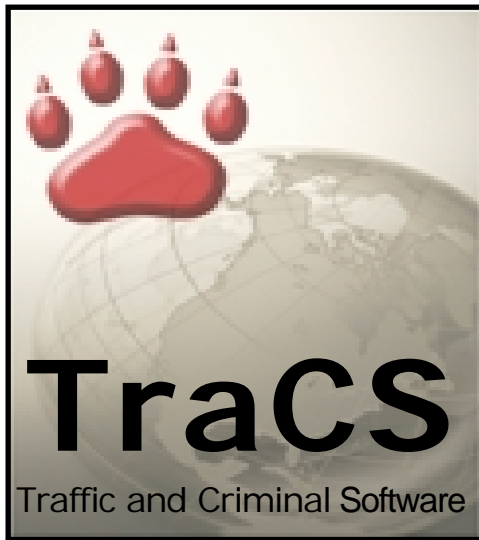
Traffic Records Data Improvement Program (Section 408)

Objectives

- To continue a state Traffic Safety Data Service improving data availability and utilization by key decision-makers.
- To enhance statewide electronic crash reporting through the Traffic Records and Crime Software System (TraCS).
- To support crash data analysis and data utilization by the injury prevention research community.
- To enhance the collection and utilization of EMS data by the greater highway safety community as well as expand use of CODES and other crash-related medical databases.
- To support continued development of and training on Iowa's traffic records data user tools including SAVER, IMAT and CMAT.

Program Description

Iowa will receive 3rd-year Section 408 Highway Safety Data Improvement funds for programming in FFY 2009. In November of 2005, Iowa conducted a NHTSA Statewide Traffic Records Assessment. The findings of this assessment, along with a comprehensive traffic records strategic plan developed by the State Traffic Records Coordinating Committee during the spring of 2007, formed the basis for projects which were funded with 2nd-year 408 funding in FFY 2008.



Three continuing project efforts will be aimed at expanding TraCS implementation in Iowa. The first will use a combination of improved officer training, software enhancements and improved Iowa DOT Motor Vehicle Division TraCS support capabilities to increase the percent of crash reports submitted electronically from the current level of 80% statewide to 85% by the end of FFY 2010. Year one and two activities have already boosted statewide electronic reporting from 60% to 80%. Another effort is focused on increased use of the SMART MAP location tool by TraCS agencies from the current estimated 80% to 95%. This is producing considerable labor cost savings and improved timeliness in crash data processing at the Iowa DOT. A third effort involves outreach to chiefs and sheriffs across the state to explain the capabilities of IMAT (Iowa Mapping and Analysis Tool) which enables agencies to use data from real time crashes in their own jurisdictions to improve operational deployment and enhance enforcement capabilities. Agencies

using IMAT are expected to grow from the current five to 30 by 2010.

Other projects administered through the Iowa DOT Office of Driver Services include data and analysis sharing among behavioral research projects (University of Iowa) and those involving traffic engineering (Iowa State University). The Iowa State Patrol will focus on enhancements and continued improvement to Iowa's new 3-D animated software, developed for the ISP's Technical Accident Investigation personnel. One effort underway is addressing data collection at the roadside by providing funds for in-car data collection technology. The program is targeting agencies which do the largest volumes of crash reporting in order to achieve maximum benefit and are particularly in need of 408 funding support.

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The Iowa Department of Public Health (IDPH) Bureau of Emergency Medical Services is focused on improving collection and reporting of EMS data from local providers and the utilization of that data to create meaningful reports and outputs to the greater highway safety community. The IDPH Bureau of Health Statistics will use 408 support funds to further analyze CODES data and to create outputs and reports which are meaningful to the greater highway safety community. Data already produced from the CODES project has documented a strong correlation between non-helmet use and traumatic brain injury in Iowa motorcycle crashes.

Support will be provided to the Iowa DOT's Office of Traffic & Safety to enhance Iowa's most sophisticated analysis tool, SAVER. At the Iowa State University's Center for Transportation Research and Education (CTRE), Iowa's landmark, user-friendly, comprehensive data support and analysis service, the Iowa Traffic Safety Data Service (ITSDS) will also receive 408 support. ITSDS supplies comprehensive crash data analysis and mapping that provide the basis for Iowa's nationally recognized corridor enforcement events. Special studies and analyses, including those involving young drivers, motorcyclists, older drivers, drinking/impaired drivers and unbelted drivers and passengers will also be supported at CTRE. Internal 408-funded project activities managed by the Bureau will include support for traffic records related conferences, meetings and workshops. Support for contractual services to assist in STRCC and 408-related program activities, documentation and evaluation will be provided. This array of projects will promote the continued improvement in the timeliness, completeness, quality and accessibility of Iowa's highway safety data.

A major effort in FFY 2008 was the development of a multi-state traffic records/highway safety data and information conference which will be conducted near the end of the 2008 program year. The Midwest/Iowa Safety Data Summit will be held in Dubuque, Iowa on September 15-16, 2008 and is expected to draw over 150 highway safety professionals from Iowa and at least eight other surrounding states.

Budget – 408 Traffic Records Data Improvement

Program Area Code	Contracting Agency	Total Costs	Federal Share	State Share	Local Share	Local Benefit
K9-09-01	Public Health Bureau of EMS	\$40,000	\$40,000	\$0	\$0	\$40,000
K9-09-02	DOT Office of Traffic & Safety	\$65,000	\$65,000	\$0	\$0	\$215,000
K9-09-03	Iowa State University CTRE	\$142,560	\$142,560	\$0	\$0	\$142,560
K9-09-04	Public Health Bureau of Health Statistic	\$15,000	\$15,000	\$0	\$0	\$15,000
K9-09-05	DOT Office of Driver Services	\$50,000	\$50,000	\$0	\$0	\$50,000
K9-09-06	DOT Motor Vehicle Division	\$135,000	\$135,000	\$0	\$0	\$135,000
K9-09-07	GTSB - Programs	\$26,099	\$26,099	\$0	\$0	\$26,099
K9-09-08	Soft match	\$130,000	\$0	\$130,000	\$0	\$0
Total		\$603,659	\$473,659	\$130,000	\$0	\$623,659

Alcohol Incentive Program (Section 410)

Objectives

- To support compliance of Iowa's OWI, .02 BAC, Open Container and Underage Possession laws utilizing a combination of education and enforcement including corridor events, saturation patrols and safety checkpoints.
- To enhance coordination of alcohol-related education and enforcement activities across Iowa including technical, analytical, logistical and personnel support for corridor events.
- To support training for Iowa law enforcement personnel regarding impaired driving, including impairment resulting from the use of drugs other than alcohol.
- To achieve/maintain an alcohol-related fatality rate of .36 fatalities per 100 million VMT or lower by the end of FFY 2009.
- To achieve and maintain an alcohol-related injury rate of 5.5 injuries per 100 million VMT or lower by the end of FFY 2009.

Program Description

Operator error, along with the non-use of safety belts, is the biggest single contributor to fatal and injury crashes in the state of Iowa. Like much of the Nation, the one operator error which factors into more fatal crashes than any other is the decision to get behind the wheel of a motor vehicle while under the influence of alcohol or other drugs. Iowa's 410 Alcohol Incentive Program employs a multi-faceted approach to address several issues designed to reduce the incidence of impaired driving.

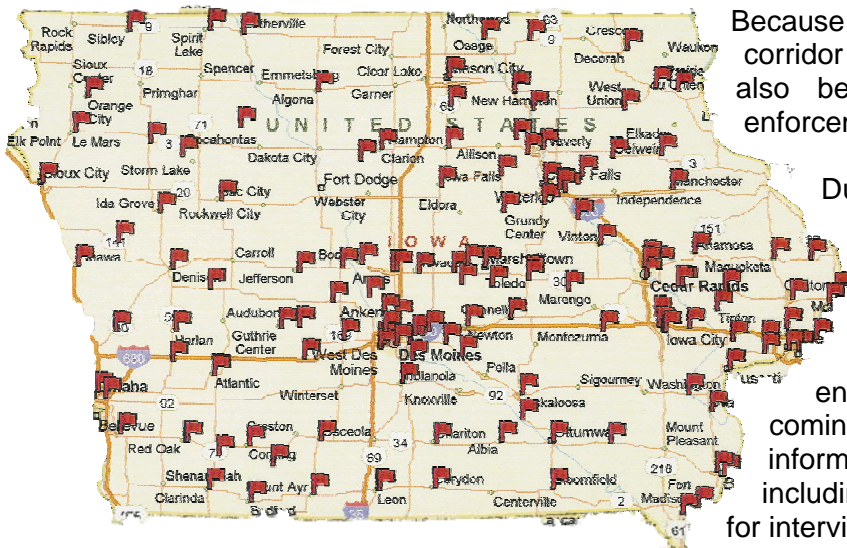
The biggest current challenge in the Impaired Driving arena is the fact that alcohol-related traffic deaths have increased for three consecutive years, finishing 2007 with 111, up 40% from the all-time low of 78 set in 2004. Two new aspects of the FFY 2009 Section 410 Plan are aimed at addressing this problem. First and foremost is a comprehensive statewide night-time safety belt campaign. Beginning in April of 2008, Iowa launched a statewide effort directed at night-time safety belt enforcement. The night-time belt campaign is based on the successful efforts in Washington, Pennsylvania and Indiana as well as Iowa's own crash data. From 2005 through 2007, over 61% of all night-time fatality victims were unbelted at the time of the crash that took their lives. When we analyze the fatality crashes involving drinking drivers, fully 71% of these drivers and their passengers who were fatally injured were unbelted. From April through July of 2008 alone, more than a dozen multi-agency night time belt enforcement events occurred across the state, generating more than 500 safety belt actions and 80 alcohol violation actions including 35 OWI arrests, nine narcotics interdictions and eight arrest warrants. Night-time seat belt enforcement has the added benefit of enhanced OWI enforcement. Nearly 40% of all alcohol-related fatalities in Iowa occur from 12:00-3:00 a.m. An additional 35% occur from 6:00 p.m.-midnight. As part of the night-time enforcement initiative, all 87 Section 410 enforcement partners will be required to participate in at least one multi-agency night-time event emphasizing occupant protection and impaired driving interdiction. For FFY 2009, all Section 402 enforcement contractors will also be required to conduct at least one night-time belt event.

A second area of focus is Iowa's highest problem counties. One overall goal for the GTSB is to push statewide fatalities below 400, down 10% from the current average of 440+. By re-emphasizing Iowa's Top 5 Problem Counties, which are Black Hawk, Polk, Linn, Scott and Woodbury, the Bureau believes measurable progress towards the 400 fatality goal can be enhanced.

Traffic safety checkpoints, along with saturation patrols, corridor enforcement events and sSTEP related impaired driving enforcement, will involve all enforcement agencies expected to participate in the 410 funded program with each agency involved in at least two events. Saturation or roving patrols involving several agencies and targeting high-risk times and locations, have been successful in several parts of the State including Clinton, Black Hawk, Linn, Woodbury, Scott, Polk, Johnson, Dubuque and Story counties. Because “experienced” impaired drivers may be adept at avoiding stationary stops or traffic safety checkpoints, roving patrols offer the added advantages of mobility and flexibility.

Multi-agency, cooperative events provide high visibility, encouraging local media coverage and other public information and education activities. In all, 410 funded enforcement agencies in FFY 2007 reported 91 instances of participation in multi-agency enforcement events.

Areas to Conduct Safety Checkpoints, Multi-Agency Events & Other Special Enforcement Activities



Because of the importance of multi-agency and corridor events in the 410 effort, 410 funds will also be used to support a full-time law enforcement liaison position.

During the upcoming program year, 410 funded traffic safety checkpoints, saturation patrols and corridor events include literally hundreds of public information and education activities. Each 410-funded multi-agency enforcement event planned for the coming year will have a strong public information and education component including press releases and officers available for interviews during and after events.

Since sporting events sometimes involve the consumption of alcohol and, understandably, a party type atmosphere, the GTSB has retained the services of Learfield Sports. Using both 405 and 410 funding, Learfield will provide signage and electronic display boards with impaired driving messages at football and basketball games at both the University of Iowa and Iowa State University. Also included will be radio spots before, during and after games.

Section 410 funds will continue to support Iowa’s Drug Recognition Expert (DRE) program by providing the major source of funding for the 2-week classroom training provided for prospective DREs each fall. Iowa currently has 122 DREs who provide expert evaluation and testimony on impairment from drugs other than alcohol. Twelve DRE officers are also trained as Certified DRE Instructors.

Equipment is also an essential component in the effort to apprehend impaired drivers. Much like in past years, two critical pieces of equipment will be emphasized. PBTs or preliminary breath testers are a vital piece of roadside equipment needed by officers in the field. Likewise, in-car video cameras document OWI pre-arrest and arrest activity, encourage guilty offenders to avoid lengthy and costly court procedures and provide an added measure of officer safety, particularly in rural areas.

Iowa 2009 Highway Safety Plan

Budget – 410 Alcohol Incentive

<u>Program</u>		<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local</u>
<u>Area Code</u>	<u>Contracting Agency</u>	<u>Costs</u>	<u>Share</u>	<u>Share</u>	<u>Share</u>	<u>Benefit</u>
K8-09-01	Ames Police Department	\$57,325	\$23,550	\$0	\$33,775	\$23,550
K8-09-02	Avoca Police Department	\$6,450	\$6,450	\$0	\$0	\$6,450
K8-09-03	Benton County Sheriff's Office	\$15,500	\$15,500	\$0	\$0	\$15,500
K8-09-04	Black Hawk County Sheriff's Office	\$10,000	\$10,000	\$0	\$0	\$10,000
K8-09-05	Blakesburg Police Department	\$4,950	\$4,950	\$0	\$0	\$4,950
K8-09-06	Blue Grass Police Department	\$10,500	\$10,500	\$0	\$0	\$10,500
K8-09-07	Boone Police Department	\$17,675	\$17,675	\$0	\$0	\$17,675
K8-09-08	Buena Vista County Sheriff's Office	\$8,000	\$8,000	\$0	\$0	\$8,000
K8-09-09	Carlisle Police Department	\$19,852	\$13,850	\$0	\$6,002	\$13,850
K8-09-10	Carter Lake Police Department	\$11,000	\$11,000	\$0	\$0	\$11,000
K8-09-11	Cascade Police Department	\$4,450	\$4,450	\$0	\$0	\$4,450
K8-09-12	Cedar County Sheriff's Office	\$6,000	\$6,000	\$0	\$0	\$6,000
K8-09-13	Cedar Rapids Police Department	\$26,300	\$26,300	\$0	\$0	\$26,300
K8-09-14	Cerro Gordo County Sheriff's Office	\$15,100	\$15,100	\$0	\$0	\$15,100
K8-09-15	Clay County Sheriff's Office	\$11,000	\$11,000	\$0	\$0	\$11,000
K8-09-16	Clayton County Sheriff's Office	\$4,400	\$4,400	\$0	\$0	\$4,400
K8-09-17	Clear Lake Police Department	\$16,000	\$16,000	\$0	\$0	\$16,000
K8-09-18	Clinton County Sheriff's Office	\$24,450	\$24,450	\$0	\$0	\$24,450
K8-09-19	Clinton Police Department	\$30,900	\$30,900	\$0	\$0	\$30,900
K8-09-20	Dallas County Sheriff's Office	\$7,000	\$7,000	\$0	\$0	\$7,000
K8-09-21	Dubuque County Sheriff's Office	\$21,160	\$21,160	\$0	\$0	\$21,160
K8-09-22	Dunkerton Police Department	\$7,800	\$7,800	\$0	\$0	\$7,800
K8-09-23	Dyersville Police Department	\$3,800	\$3,800	\$0	\$0	\$3,800
K8-09-24	Eagle Grove Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K8-09-25	Eldridge Police Department	\$10,200	\$10,200	\$0	\$0	\$10,200
K8-09-26	Evansdale Police Department	\$7,000	\$7,000	\$0	\$0	\$7,000
K8-09-27	Fort Dodge Police Department	\$16,700	\$16,700	\$0	\$0	\$16,700
K8-09-28	Fort Madison Police Department	\$21,500	\$21,500	\$0	\$0	\$21,500
K8-09-29	Gilbertville Police Department	\$2,350	\$2,350	\$0	\$0	\$2,350
K8-09-30	Granger Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K8-09-31	Hamilton County Sheriff's Office	\$18,550	\$18,550	\$0	\$0	\$18,550
K8-09-33	Henry County Sheriff's Office	\$8,050	\$8,050	\$0	\$0	\$8,050
K8-09-34	Hudson Police Department	\$3,500	\$3,500	\$0	\$0	\$3,500
K8-09-35	Huxley Police Department	\$6,500	\$6,500	\$0	\$0	\$6,500
K8-09-36	Iowa City Police Department	\$21,000	\$21,000	\$0	\$0	\$21,000
K8-09-37	Iowa County Sheriff's Office	\$4,900	\$4,900	\$0	\$0	\$4,900
K8-09-38	Iowa Falls Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000

Iowa 2009 Highway Safety Plan

Budget – 410 Alcohol Incentive (continued)

<u>Program</u> <u>Area Code</u>	<u>Contracting Agency</u>	<u>Total</u> <u>Costs</u>	<u>Federal</u> <u>Share</u>	<u>State</u> <u>Share</u>	<u>Local</u> <u>Share</u>	<u>Local</u> <u>Benefit</u>
K8-09-39	Iowa State Patrol	\$344,500	\$344,500	\$0	\$0	\$0
K8-09-40	Jasper County Sheriff's Office	\$15,950	\$15,950	\$0	\$0	\$15,950
K8-09-41	Knoxville Police Department	\$7,600	\$7,600	\$0	\$0	\$7,600
K8-09-42	La Porte City Police Department	\$4,350	\$4,350	\$0	\$0	\$4,350
K8-09-43	Le Claire Police Department	\$18,350	\$18,350	\$0	\$0	\$18,350
K8-09-44	Le Mars Police Department	\$15,350	\$15,350	\$0	\$0	\$15,350
K8-09-45	Linn County Sheriff's Office	\$53,125	\$42,500	\$0	\$10,625	\$42,500
K8-09-46	Lisbon Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K8-09-47	Marion County Sheriff's Office	\$8,200	\$8,200	\$0	\$0	\$8,200
K8-09-48	Mercy Medical Center	\$9,000	\$9,000	\$0	\$0	\$9,000
K8-09-49	Mitchellville Police Department	\$3,600	\$3,600	\$0	\$0	\$3,600
K8-09-50	Monroe Police Department	\$3,000	\$3,000	\$0	\$0	\$3,000
K8-09-51	Mount Vernon Police Department	\$8,400	\$8,400	\$0	\$0	\$8,400
K8-09-52	Muscatine County Sheriff's Office	\$24,600	\$24,600	\$0	\$0	\$24,600
K8-09-53	Nevada Police Department	\$15,400	\$15,400	\$0	\$0	\$15,400
K8-09-54	North Liberty Police Department	\$14,800	\$14,800	\$0	\$0	\$14,800
K8-09-55	Oelwein Police Department	\$12,900	\$12,900	\$0	\$0	\$12,900
K8-09-56	Oskaloosa Police Department	\$12,000	\$12,000	\$0	\$0	\$12,000
K8-09-57	Pella Police Department	\$13,400	\$13,400	\$0	\$0	\$13,400
K8-09-58	Perry Police Department	\$8,200	\$8,200	\$0	\$0	\$8,200
K8-09-60	Pleasantville Police Department	\$5,000	\$5,000	\$0	\$0	\$5,000
K8-09-61	Plymouth County Sheriff's Office	\$4,500	\$4,500	\$0	\$0	\$4,500
K8-09-62	Polk City Police Department	\$14,500	\$14,500	\$0	\$0	\$14,500
K8-09-63	Polk County Sheriff's Office	\$5,400	\$5,400	\$0	\$0	\$5,400
K8-09-64	Prairie City Police Department	\$7,000	\$7,000	\$0	\$0	\$7,000
K8-09-65	Rockwell Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K8-09-66	Sioux City Police Department	\$36,050	\$36,050	\$0	\$0	\$36,050
K8-09-67	Spencer Police Department	\$10,525	\$10,525	\$0	\$0	\$10,525
K8-09-68	Storm Lake Police Department	\$15,000	\$15,000	\$0	\$0	\$15,000
K8-09-69	The Integer Group	\$5,000	\$5,000	\$0	\$0	\$0
K8-09-70	University of Iowa Dept. of Public Sa	\$8,450	\$8,450	\$0	\$0	\$8,450
K8-09-71	Universty Heights Police Departmer	\$16,000	\$16,000	\$0	\$0	\$16,000
K8-09-72	Urbandale Police Department	\$11,200	\$11,200	\$0	\$0	\$11,200
K8-09-73	Wapello County Sheriff's Office	\$19,250	\$19,250	\$0	\$0	\$19,250
K8-09-74	Washington County Sheriff's Office	\$9,350	\$9,350	\$0	\$0	\$9,350
K8-09-75	Washington Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K8-09-76	Waterloo Police Department	\$17,900	\$17,900	\$0	\$0	\$17,900

Iowa 2009 Highway Safety Plan

Budget – 410 Alcohol Incentive (continued)

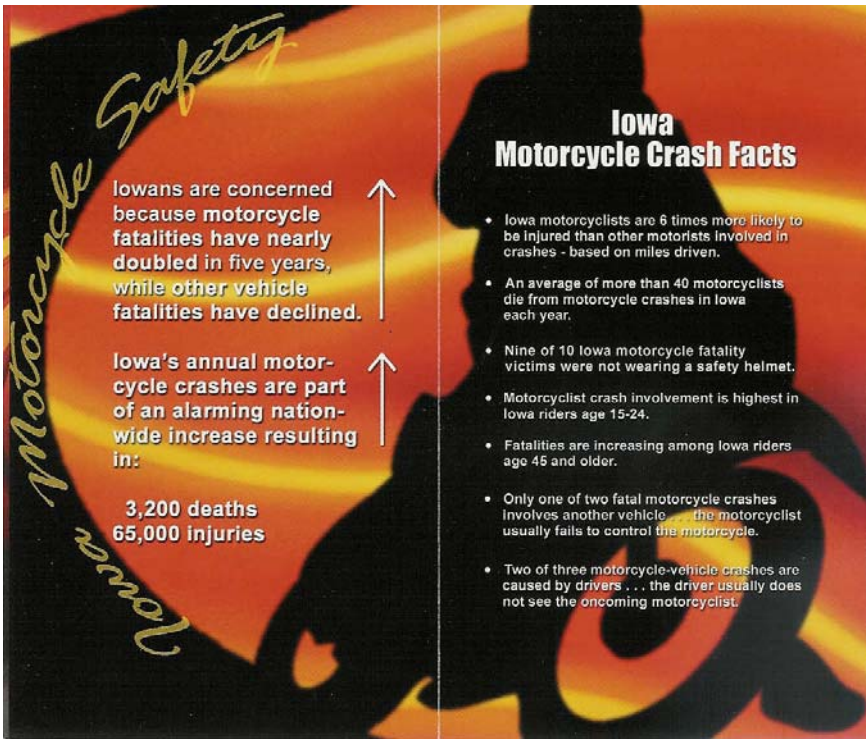
<u>Program</u>		<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Local</u>
<u>Area Code</u>	<u>Contracting Agency</u>	<u>Costs</u>	<u>Share</u>	<u>Share</u>	<u>Share</u>	<u>Benefit</u>
K8-09-77	West Burlington Police Department	\$5,000	\$5,000	\$0	\$0	\$5,000
K8-09-78	West Des Moines Police Department	\$35,000	\$35,000	\$0	\$0	\$35,000
K8-09-79	Woodward Police Department	\$3,450	\$3,450	\$0	\$0	\$3,450
K8-09-80	GTSB - LEL Position	\$90,000	\$90,000	\$0	\$0	\$90,000
K8-09-81	GTSB - DRE	\$70,000	\$70,000	\$0	\$0	\$70,000
K8-09-82	Coralville Police Department	\$11,450	\$11,450	\$0	\$0	\$11,450
K8-09-83	Council Bluffs Police Department	\$27,775	\$27,775	\$0	\$0	\$27,775
K8-09-84	Davenport Police Department	\$14,750	\$14,750	\$0	\$0	\$14,750
K8-09-85	Des Moines Police Department	\$95,750	\$95,750	\$0	\$0	\$95,750
K8-09-86	De Witt Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K8-09-87	Hiawatha Police Department	\$4,000	\$4,000	\$0	\$0	\$4,000
K8-09-88	Marshall County Sheriff's Office	\$8,000	\$8,000	\$0	\$0	\$8,000
K8-09-89	Marshalltown Police Department	\$8,000	\$8,000	\$0	\$0	\$8,000
K8-09-90	Story County Sheriff's Office	\$14,250	\$14,250	\$0	\$0	\$14,250
K8-09-91	Waukee Police Department	\$5,300	\$5,300	\$0	\$0	\$5,300
K8-09-92	GTSB - Programs	\$95,771	\$95,771	\$0	\$0	\$95,771
K8-09-93	Soft match	\$1,200,000	\$0	\$1,200,000	\$0	\$0
Subtotal		\$2,954,208	\$1,703,806	\$1,200,000	\$50,402	\$1,354,306
K8PM-09-69	The Integer Group	\$120,000	\$120,000	\$0	\$0	\$0
K8PM-09-93	Learfield Sports	\$125,000	\$125,000	\$0	\$0	\$0
Total		\$3,199,208	\$1,948,806	\$1,200,000	\$50,402	\$1,354,306

Motorcycle Safety Program (Section 2010)

Objectives

- To provide motorcycle safety education to motorcyclists and the driving public.

Program Description



Iowa received 2nd-Year Section 2010 Motorcycle Safety funds for use in FFY 2008 and anticipates receiving 3rd-year funding to assist in supporting motorcycle safety efforts in the state. Iowa already has a well-established Motorcycle Safety Task Force that will start its sixth year in 2009. Activities to be funded include support for Iowa's 6th Annual Motorcycle Safety Forum to be held on March 15, 2009 in Cedar Rapids. Last year's Forum in Des Moines set attendance records with over 325 participating. NHTSA officials indicate that Iowa's Motorcycle Forum may be the best attended event of its kind in the entire United States. Iowa's successful motorcycle/motorists safety awareness brochure is now

in its second edition with more than 100,000 copies distributed. The brochure, which received an achievement award from the National Motorcycle Safety Foundation, will be updated again in 2009. A section of the brochure is pictured above. Iowa's Mature Rider Refresher Program, administered by the Iowa DOT's Office of Driver Services, benefitted significantly from public information and rider notification efforts in Year Two. Thanks to the success of the public relations notification effort at least 12 Mature Rider Refresher Classes will be offered across the state. A statewide public information campaign to coincide with National Motorcycle Safety Awareness efforts in May will be planned and implemented again in FFY 2009. Motorcyclists account for about one third of one percent of all vehicle miles traveled in Iowa, yet they make up nearly 15% of the state's traffic deaths. As such, safety efforts aimed at both the state's riding population and the motorists who share the road with them is of paramount importance.

Budget – 2010 Motorcycle Safety

Program Area Code	Contracting Agency	Total Costs	Federal Share	State Share	Local Share	Local Benefit
K6-09-2010-01	DOT Office of Driver Services	\$75,000	\$75,000	\$0	\$0	\$55,000
K6-09-2010-02	GTSB - Programs	\$8,099	\$8,099	\$0	\$0	\$8,099
Total		\$83,099	\$83,099	\$0	\$0	\$63,099

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title

VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- k. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- l. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- m. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- n. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- o. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- p. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State or local health, law enforcement, or other appropriate agency.
- q. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- 18. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the

awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

19. (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
20. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

21. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
22. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the

certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

23. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
24. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
25. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
26. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
27. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
28. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
29. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

30. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions*

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

31. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

32. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
33. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
34. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
35. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
36. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
37. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
38. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
39. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the

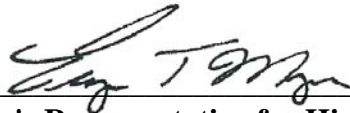
Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

40. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
41. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

08/29/08

Date